

**Portsmouth**  
**Parking & Traffic Safety Committee**  
8:00 A.M. - February 4, 2016  
City Hall – Eileen Dondero Foley City Council Chambers

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**ON-SITE COMMITTEE:** In order to observe the morning school traffic, please meet on Tuesday, February 2<sup>nd</sup> at **7:00** AM in the upper parking lot (see attached diagram) at **Portsmouth High School**, at the end of Summit Avenue, to view the following locations:

- Summit Avenue at South Street
  - Aldrich Road at Boss Avenue
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AGENDA

**I. CALL TO ORDER**

**II. ROLL CALL**

**III. ACCEPTANCE OF THE MINUTES**

**IV. FINANCIAL REPORT**

**V. NEW BUSINESS:**

A. STOP sign request on Aldrich Road at Boss Avenue. (Cynthia and Michael Hart)

**Proposed Motion:** To acknowledge and place on file. No action needed.

**VI. OLD BUSINESS/ACTION ITEMS:**

A. NO PARKING restriction on east side of Summit Avenue. (Colby Gamester)

**Proposed Motion:** To reconsider motion to direct DPW to shift center line on Summit Avenue to provide 12-foot wide northbound lane and 20-foot wide southbound lane.

B. Woodbury Avenue/Franklin Drive corridor study.

**Proposed Motion:** To accept consultant's recommendations as the preferred alternative.

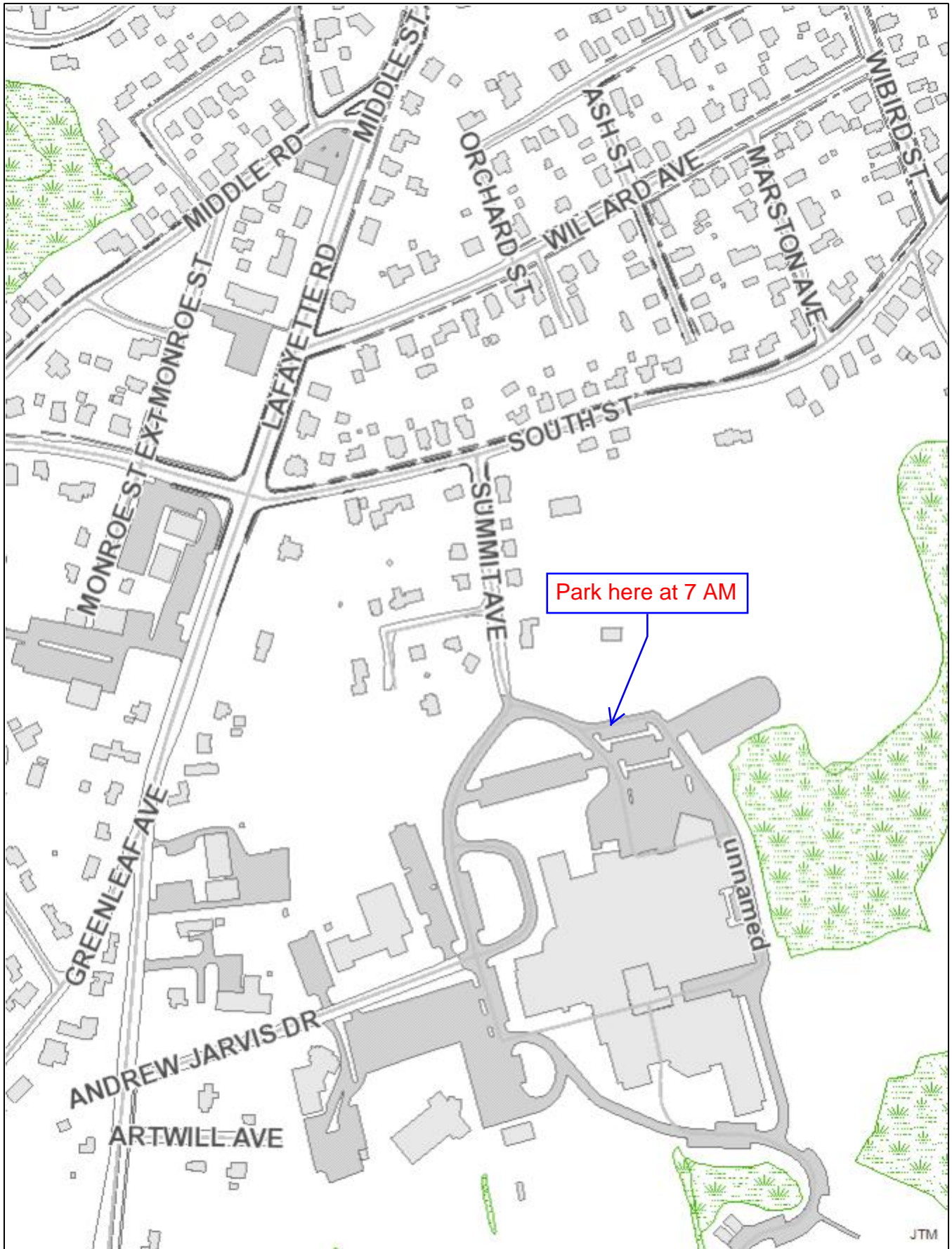
**VII. PUBLIC COMMENT**

**VIII. INFORMATIONAL**

A. Banfield Road Improvements Project, initial public meeting; February 4, 2016, 6:30 PM at Portsmouth Department of Public Works, 680 Peverly Hill Road.

**ADJOURNMENT**

On-Site Committee Meeting Location on Feb. 2, 2016



# Unaudited

<b>Percentage of Fiscal Year Complete</b> 50.00%
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Totals Thru  
December 31, 2015

## FY 16

	FY 16 to Date:		% of Budget
	TOTALS	BUDGETED	
Parking Meter Fees	1,138,906	1,765,500	65%
Parking Meter Space Rentals	63,381	50,000	127%
Meter In Vehicle	47,715	50,000	95%
Parking Garage Revenue	1,175,011	1,850,000	64%
Garage Passes	494,250	1,000,000	49%
Parking Validation	7,475	10,000	75%
Pass Reinstatement	1,545	2,000	77%
Vaughan St Parking Facility	8,750	15,000	58%
Parking Violations	374,131	700,000	53%
Boot Removal Fee	12,300	12,000	103%
Summons Admin Fee	125	5,000	3%
Total FY 16 Parking	3,323,588	5,459,500	61%

### FY 16 BUDGETED

	(3,047,195.00)	Transfer to Parking Fund
	2,412,305.00	Funds Remaining in Gen Fund
	5,459,500.00	Total Revenue

V.A. STOP sign request on Aldrich Road at Boss Avenue

Cynthia and Michael Hart

213 Aldrich Road

Portsmouth, NH 03801

January 14, 2016

Peter Rice

Director of Public Works

680 Peeverly Hill Road

Portsmouth, NH 03801

Dear Peter,

We are writing to you to address some concerns about Aldrich Road.

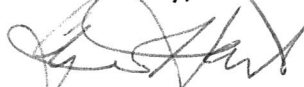
- a. The input from the Public Works at the meetings when the reconstruction was planned was that the reconfiguration with the narrowing of the road would slow traffic. The speed of vehicles has not slowed. Also, it is hazardous with parking on the street that has not been indented, particularly on both the Middle Road and Islington Street ends.
- b. Residents have asked about a 3 way stop at the Aldrich Road and Boss Ave. intersection. At the reconstruction meetings as above when the traffic speed was discussed, we were told that it is not possible for a 3-way stop on city streets due to state regulations. In Durham, there is a 3 way stop at the intersection of Mill Road and McDaniel Drive. As a measure of reducing the speed, please consider this suggestion.  
(Please see the enclosed pictures from Durham).
- c. During the past winter, as one of the residents who shoveled out the fire hydrant several times at the intersection of Aldrich and Sewall (where there are 3 homes of residents 90 years of age plus), we ask that you put 5-6 foot high reflective poles adjacent to the fire hydrants. At times, it was difficult to locate the hydrant, as the plow had pushed snow on top of the hydrant

when plowing Aldrich and Sewall. In several communities, there were delays with fires due to locating hydrants. I did speak to Chief Achilles during the winter, and he said he would notify Public Works about marking the hydrants. The white top to the hydrants also created difficulty locating the hydrant.

- d. During the winter, the plows went straight up and down the street, not following the indented curbing that was designed for indicating street parking. Many of us had markers along the curbing to indicate the indentations.
- e. Sidewalks were sometimes done and sometimes partially one side and partially the other. There are many people who walk to Hannaford and Rite-Aid, walk dogs, students walking to and from Portsmouth Middle and High School. Also, could you request that private plow drivers not push snow into the sidewalks, as part of your announcements on the website and on Channel 22.

Thank you for reviewing our concerns and thoughts. We realize that last winter was difficult, but hope some discussion and planning could help with some of the safety issues.

Sincerely,



Cynthia Hart



Michael Hart

cc. David Allen, Assistant City Manager  
Steve Achilles, Fire Chief  
Traffic and Safety Committee

XFINITY Connect

ckmhart@comca:

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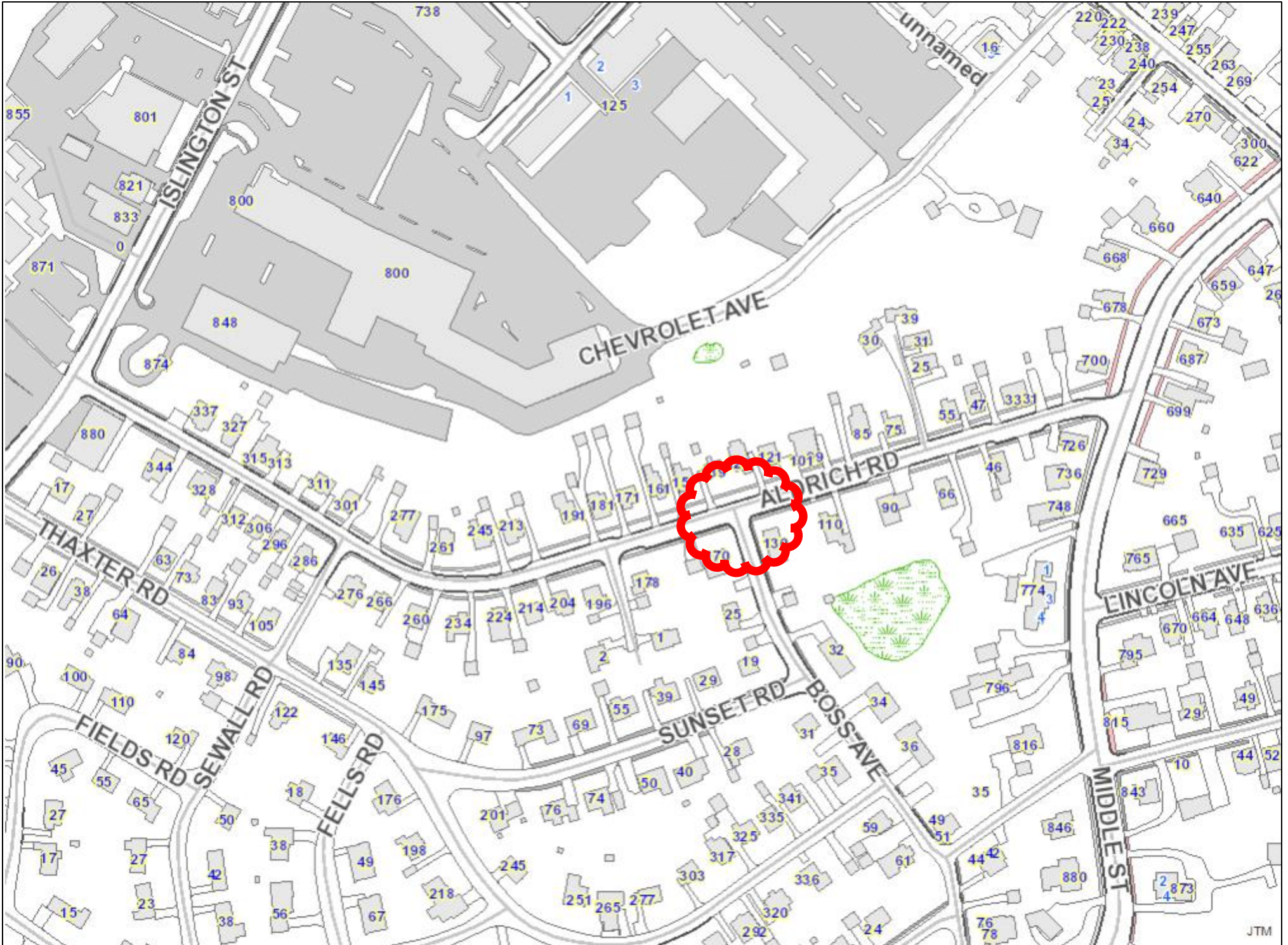
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V.A. STOP sign request on Aldrich Road at Boss Avenue



City of  
Portsmouth  
*Department of Public Works*



**MEMORANDUM**

TO: John P. Bohenko, City Manager

FROM: Eric Eby, P.E., Parking and Transportation Engineer

DATE: January 27, 2016

SUBJECT: Recommendation – Woodbury Avenue/Franklin Drive Corridor Study

In response to concerns regarding traffic and safety at the intersection of Woodbury Avenue and Franklin Drive, the City hired the engineering firm TEC, Inc. to conduct a traffic study of the Woodbury Avenue corridor between Rockingham Avenue and Dennett Street. The findings and recommendations of the study were presented by TEC to the Parking and Traffic Safety Committee at their December 2015 meeting. The recommendations are shown on the attached diagram and include the following items:

- Signalize the intersection of Woodbury Avenue and the Route 1 Bypass northbound ramps. If the state agrees to the City's request to signalize the southbound ramps intersection, the northbound ramps intersection would likely remain unsignalized.
- Remove concrete median islands to provide left-turn pockets at each intersection.
- Provide pedestrian median islands at intersections with Rockingham Avenue and at Dennett Street.
- Restripe Woodbury Avenue to provide 5 foot wide bike lanes in each direction.
- Install shared-use path along Rockingham Avenue connecting bike path with sidewalk on Woodbury Avenue.
- Remove existing excess signage and install new signage in compliance with current state and federal standards.

A public meeting was held on January 13, 2016 to present the findings and recommendations of the study. At that meeting, several helpful comments and feedback from the public were received. Among them were:

- A request for a sidewalk along Rockingham Avenue between the bike path and Woodbury Avenue. That feature has been added to the plan.
- Support of the pedestrian median islands at Rockingham Avenue and Dennett Street.
- Several residents commented that a traffic signal would be very welcome on Woodbury Avenue.

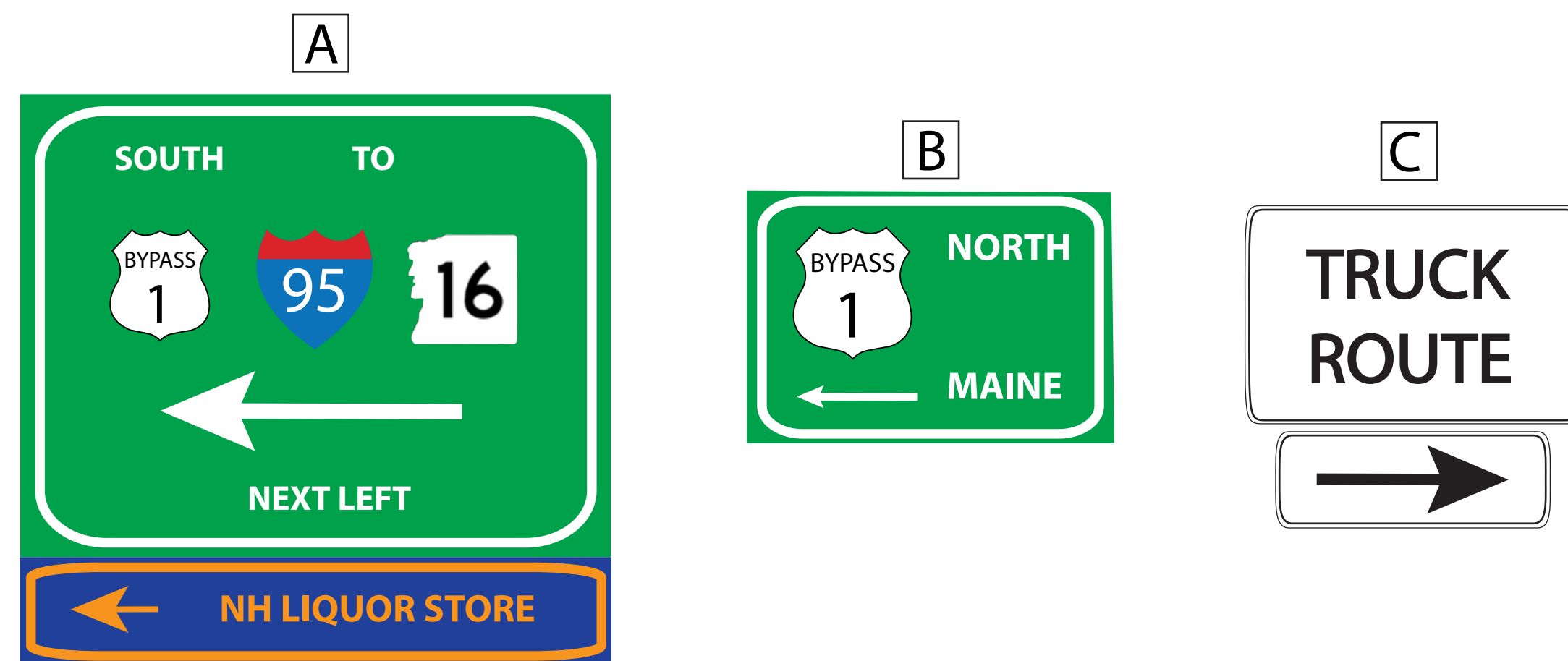
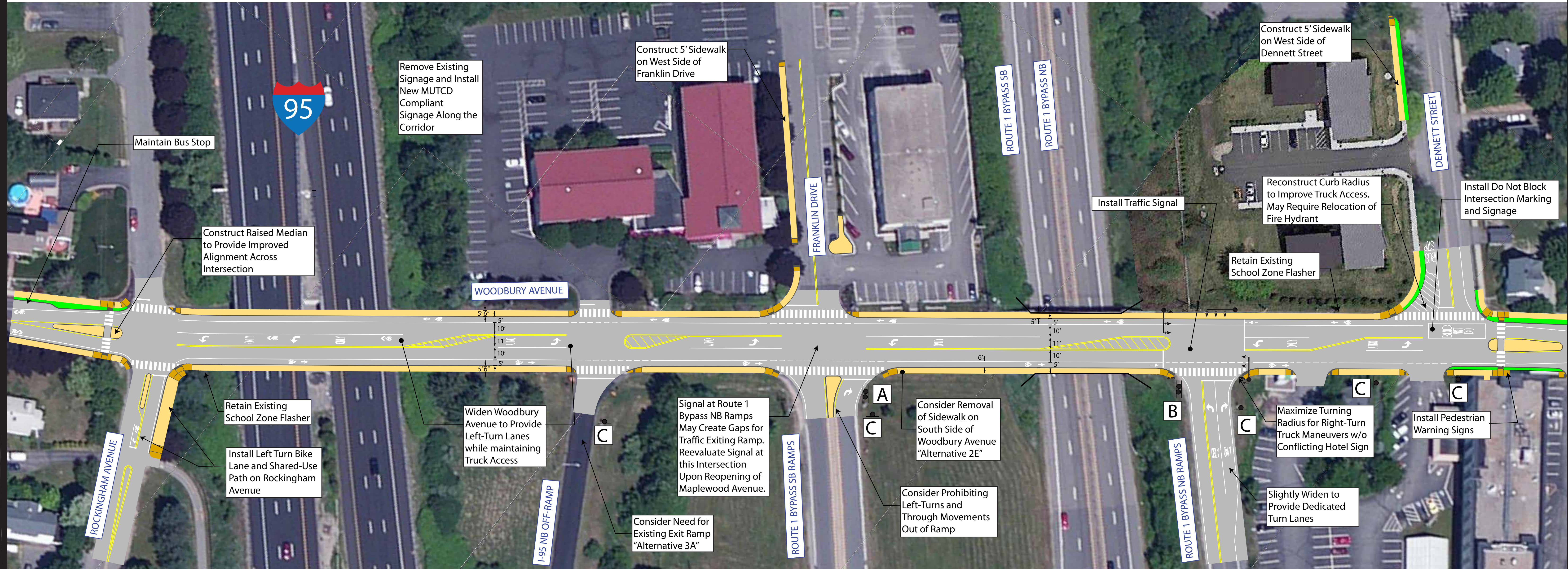
## VI.B. Woodbury Avenue/ Franklin Drive Corridor Study

- A request was made to continue the sidewalk along the south side of Woodbury Avenue to Cottage Street. This area is outside of the study limits but would provide a continuous connection for pedestrians.
- Concerns with speeding on the section of Woodbury Avenue north of the study area and a request for speed feedback signs.
- The existing speed feedback signs are not in sync with daylight savings time and the school hours. The signs flash at the wrong hour for part of the year. This was brought to the school department's attention after the meeting.
- Concern that signs on the Bypass direct motorists to the residential section of Woodbury Avenue, rather than the commercial section of the roadway farther north.
- Discussion of the state's timetable for replacing the Woodbury Avenue and Stark Street bridges, which are currently set for 2022.

City staff recommends that the PTS Committee adopt the recommendations of the corridor study, as shown on the attached figure, as the preferred alternative for improving safety for all users of the corridor, including pedestrians, bicyclists and motorists. The next steps for the City would be to contract for the design and construction of the proposed improvements.

VI.B. Woodbury Avenue/ Franklin Drive Corridor Study

Scale: 1"=40'



**NOTE:**  
1. SEE SIGN INVENTORY IN TABLE 5 OF CORRIDOR STUDY TO SHOW LOCATIONS OF NEW SIGNS AND SIGNS TO BE RETAINED, RELOCATED, OR REMOVED.

Figure 8  
Woodbury Avenue  
Improvement Alternative 2C



**CITY OF PORTSMOUTH**



**PRESS RELEASE**

**FOR  
IMMEDIATE  
RELEASE**

**January 20, 2016**

**Public Meeting for Banfield Road Improvements to be held  
Thursday, February 4<sup>th</sup>**

PORTSMOUTH, NH – The Portsmouth Department of Public Works will be hosting a public meeting to discuss the upcoming culvert replacements and Master Planning process for Banfield Road. The meeting will take place on Thursday, February 4, 2016, beginning at 6:30 p.m. **at the Department of Public Works Training Room located at 680 Peverly Hill Road.**

The City has selected TEC, Inc. to create a Corridor Master Plan for Banfield Road. This process will provide a comprehensive evaluation of Banfield Road that will allow the City to move forward with both short- and long-term improvements. This meeting will give the public an opportunity to provide input that will be incorporated into a conceptual plan. Once the conceptual plan is complete, a second public meeting will be held for further public input to be incorporated into the final Master Plan.

Please contact Ryan Flynn, Construction Project Coordinator, at 766-1413 or [raflynn@cityofportsmouth.com](mailto:raflynn@cityofportsmouth.com) with any questions.